

Intimations.

DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS.

AERATED WATER MANUFACTURERS, WINE, SPIRIT, AND CIGAR IMPORTERS.

SCOTCH WHISKY.

IN consequence of the increasing and frequently expressed appreciation of our special blend of OLD SCOTCH WHISKY we have entered into an agreement with the distillers whereby we are guaranteed a practically unlimited supply for an unlimited time.

Many popular brands of Scotch Whisky are said to have fallen off in quality, we can now guarantee that our own blend will be ALWAYS THE SAME. Judges of good Whisky are recommended to try a sample bottle.

Per dozen \$10.00, Bottle \$1.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 28th July, 1890. [52]

WINES AND SPIRITS.



BY APPOINTMENT.

A. S. WATSON & CO., LTD. (ESTABLISHED A.D. 1841.) HONGKONG.

WE invite attention to the following old lauded Brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

IN ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case	Per Bot.
A. Alto Douro, good quality, Green Capsule.....	\$10	\$1.00
B. Vintage, Superior quality, Red Capsule.....	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50

SHERRIES.

A. Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C. Manilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D. Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	14	1.50
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	18	1.50

CLARETS.

A. Superior Breakfast Claret, Red Capsule.....	\$4	\$4.50
B. St. Etienne, Red Capsule.....	4.50	5.00
C. St. Julien.....	7	7.50
D. La Rose.....	11	12.00

BRANDY.

A. Hennessy's Old Pale, Red Capsule.....	\$12	\$1.10
B. Superior Very Old Cognac, Red Capsule.....	14	1.25
C. Very Old Cognac, Red Capsule.....	18	1.50
D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule.....	24	2.00

SCOTCH WHISKY.

A. Thorne's Blend, White Capsule.....	8	0.75
B. Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C. Watson's Absolute Purest Red Capsule, with Name and Trade Mark.....	8	0.75
D. Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10

IRISH WHISKY.

A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10
D. Old, Green Capsule.....	10	1.00

GENUINE BOURBON WHISKY.

A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unsweetened, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	4.50	0.40

RUM.

Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Lecward Island.....	12.50	per Gallon.

LIQUEURS.

Benedictine Maraschino.....		
Curaçao Herring's Cherry Cordial.....		
Chartreuse Dr. Siegest's Angostura Bitters, &c.....		

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 31, 1890.

TELEGRAMS.

THE GRENADIER GUARDS.

LONDON, July 23rd. The Second Battalion of the Grenadier Guards has duly sailed.

In the House of Commons Mr. Bradlaugh suggested a merciful reconsideration of the sentences passed by the Court Martial. Mr. Stanhope (War Ministry) deprecated any interference of Parliament in matters of military discipline, and the subject dropped.

THE IRISH COMMAND.

Lord Wolseley assumes command of the forces in Ireland in October.

THE LONDON COUNTY COUNCIL. Sir John Lubbock has been elected Chairman of the London County Council, vice the Earl of Rosebery, resigned.

HELIGOLAND.

July 29th.

The House of Commons has finally passed the Bill regarding the cession of Heligoland to Germany.

THE ARGENTINE REPUBLIC. Desperate fighting has occurred in Buenos Ayres.

(Special to Hongkong Telegraph.) KOREA. MR. BLAINE DEPARTS.

SEOUL, July 25th.

A great commotion has been created here by the appointment of the anti-English Dr. H. N. Allen—by express desire of Mr. J. G. Blaine—as Chief Secretary of the United States Legation in this city. This appointment is considered in diplomatic circles to be an act of defiance on the part of the United States Government, as a protest against Chinese claims to sovereign rights over this peninsula and as an indication that America is undoubtedly hand-in-glove with Russia in her anti-Anglo-Chinese policy.

[Dr. H. N. Allen was Secretary of the Korean Legation in Washington from 1887 to 1889, prior to which he was chief of the American Methodist Missionary Society in Korea. From time to time he has shown himself a strong partisan of Russia in the Korean political arena.—ED., H. K. Telegraph.]

LOCAL AND GENERAL.

THE prospectus of the Hyogo Hotel Co., Ltd. will be found in our advertising columns.

THERE will be a game of Polo at Causeway Bay to-morrow afternoon, commencing at 5.45 o'clock.

GOVERNOR DES VŒUX was invited by the Queen to a state concert held at Buckingham Palace on June 25th.

A TRIAL shipment of West Australian bullocks has been received in Singapore with a view to improving the local beef supply. The animals had a good rest after the voyage and got into fine slaughter condition.

AS will be seen by an advertisement in another column, a meeting of members of the Jockey Club will be held in the Hongkong Hotel on Saturday at 12.30 p.m. to arrange about Subscription Griffs for the next racing season.

ACTING under telegraphic instructions from the Frenchman named Ottavio Jourdin, late of Bala, east coast of Sumatra, on a warrant alleging against him a charge of culpable homicide.

IT is proposed to perform the ceremony of launching the new Seamen's Mission steam-launch *Day Spring* at Kowloon Dock on Saturday next at 10 a.m. Mr. Keswick has kindly consented to "christen" the vessel. All friends interested in the St. Peter's Seamen's Church Mission are invited to attend.

THE S.S. *Siam*, which arrived in Singapore on the 23rd July from home, is another new local steamer. She was brought out by Mr. Tulloch and will run between Singapore and China ports. She has been built in Sunderland to the order of Mr. Tan Kim Ching, and is much larger than the S.S. *Singapore* of the same line.

At a special meeting of the Sanitary Board, to-morrow, the orders of the day will be—

1. Amendment of drainage bye-laws.
2. Report on house drainage by Hon. O. Chadwick, C.M.G.
3. Reports on main sewerage by Hon. O. Chadwick, C.M.G.

At Rangor County Court, on June 23rd a preliminary order was made, under a judgment summons, committing Lord Charles Innes Ker to prison for twenty-eight days for non-payment of the sum of 15 guineas due for saddle. The plaintiff's solicitor swore that his lordship was "keeping out of the way to avoid service."

THE Band of the A. & S. Highlanders will play the following programme at the Barrack Square, to-morrow evening, commencing at 7.30 o'clock:—

March, "The British Lion".....Smith.
"The Volunteer".....Call.
"The Volunteer".....Call.
"The Volunteer".....Call.
"The Volunteer".....Call.
"The Volunteer".....Call.
"The Volunteer".....Call.
"The Volunteer".....Call.
"The Volunteer".....Call.
"The Volunteer".....Call.

LAST month a Russian expedition, says a St. Petersburg correspondent, started from this city for the mouths of the rivers Obi and Yenisei under command of the well-known Siberian capitalist M. A. Siberkoff, who is using his own steamers the *Obi* and *Nordstjerna*, for the purpose. The latter vessel joined the *Obi* at Archangel, whence they sailed in company for the mouth of the Yenisei. The object of the expedition is said to be the development of commerce.

It is reported from the Prefectural Government of Nagasaki that on the 19th instant 23 new cases of cholera occurred and 20 deaths. It has also been reported by the Home Ministry to the Osaka Local Government that 115 cases of cholera have occurred at Amakusa, Kumamoto, during the last few days, and in consequence the Governor of Osaka has sent an instruction that vessels coming from that district will be examined at Ajikawa, Kisu and Sakai, the same as those coming from Nagasaki.

A COUPLE of well-known jail-birds were "nailed" yesterday afternoon by Chinese detectives just as they were about to step on board a steamer bound for Canton. They denied all knowledge of robbery from the person of Bismarck last Monday night (previously reported in these columns) until Detective Sergeant Hadden, accompanied by one of the "pale" appeared on the scene, and a watch which the foreigners were wearing on the night in question was found wrapped in a handkerchief round the thigh of one of them. They were "up" before Mr. Wodehouse at the Police Court this morning, when it transpired in evidence that these Johnnies had been for the past three days, the guests of some servants in the employ of Europeans at the Peak. In the absence of the complainant, whose steamer, the *Deutera*, has sailed on a return trip to Japan and back, his Worship remanded the case and the said complainant's return to Hongkong.

THE P. & O. S. N. Co.'s steamer *Verona* left Nagasaki for this port at 6 p.m. yesterday.

CAPTAIN Leicester C. Kennel, late of the cruiser *Constance* on the China station, has been selected as flag-captain to Vice-Admiral C. T. Curme, the new Commander-in-Chief at the Nore.

NEWS reached Singapore last week by private letter from Sandakan that Mr. W. Flint, concerning whom there have been such contradictory rumours, is actually dead. It turns out, however, that he was not murdered, but died of fever up-country after visiting the Dutch frontier.

HANG on to your Purjoms. One of the richest women in Australia arrived in London lately. She is a young widow with a fortune, it is said, of £25,000 a year, and her story illustrates what a "gold mine" is the Broken-hill silver mine in New South Wales. The lady's husband paid £100 for certain shares in this mine. When he died a short time ago the shares were comparatively valueless, and he thought he was leaving his wife and young family in destitution. Shortly after his death the shares rose suddenly to a price so marvellous that the widow sold half of her share for £100,000, and is now receiving £25,000 a year. Wouldn't she be a "catch"?

THE Kobe Yushin *Nippo* says—Cholera has broken out on board the Turkish mail-of-war *Ertugroun* which is now anchored at Yokohama. Two sailors who had been on shore the whole day were attacked by cholera on the night of the 18th inst. and died about eleven o'clock the same night. This having been reported to the police and the Kanagawa Kencho a consultation was held with the captain with regard to the desirability of cremating the corpses, but as the Turks never bury their dead, it was decided to bury them in the sea, which was done at the Sagami Nada, two miles from the port. For five days the vessel has been in quarantine, and with the exception of the Captain and four officers no one has been allowed to land.

ALFRED S. DYER, the social purity crank who spends his time in ravaging about opium dens, brothels and the "Bitter End" Government in alliance with the "Brites to a London contempt" as follows:—"The Victory Li spoke in strong and emphatic terms to me of the moral and material evils of opium smoking. He said the Central Government were most sincere in their antagonism to the opium trade, and if the foreign import were prohibited, they would at once turn their efforts effectually to put down the home growth. But he asked, would not the demand for a prohibition treaty with Great Britain, bring on a third opium war?" We are reluctant to do so, but we cannot refrain from telling Dyer plainly that he is an infamous liar, and an impudent and vicious scoundrel. He has given away his policy or confided State secrets to a fanatic of the Dyer type. Neither is he at all likely to have made the slightest reference to the possibility of "a third opium war with Great Britain." This sort of rot may go down with Fetter Hall nuns, but it only amuses those who know anything about the matter. Dyer and his precious pair of social purity organs are well matched—a pretty pair of social purity organs.

RESIDENTS of the Peak will be surprised, perhaps, to know that several of their servants are at present "shadowed" by detectives, owing to the fact that some notorious thieves, who have done their "time" in H.M. Gaol, whose photos are conspicuous features in the "rogue's gallery" at the Central Station and who are just now under remand and charged with taking part in a daring highway robbery on the 28th inst. in which an intoxicated foreigner was their prey, and further with attempting to "clear out" the Canton steamers yesterday afternoon—were guests for the past three days of the servants of two well-known and highly respected European residents of the Peak. Various members of the "Thieves and Burglars Amalgamated Guild" having been seen going to and from the Peak lately leads to the supposition that servants' quarters up-top-side are deemed by these industrious members of society to be convenient and healthy lairs during sultry summer months. But, perhaps, Peak residents will not altogether agree with these "gents" or the boys who so compassionately shelter their ill-used and indefatigable countrymen. The custom so much in vogue with oriental servants of having a number of shady-looking customers around their quarters, of whom they say when questioned "belong my friend," is a pernicious one, and we recommend our readers to allow none, but their own employees on their premises. By so doing their property will be in greater safety than heretofore, and the police will be able to "drop on" the light-fingered fraternity much easier than is now the case, for they will have to take to their old haunts in Tai-ping-shan, Shau-ki-wan and Yau-ma-tei.

IN the course of his report for 1889 Mr. Rodger, British Consul at Peking writes:—"In the early part of the year great excitement prevailed in the European and Eastern mining markets, and the shares of many Peking Companies formed the subject of what may be termed extensive gambling transactions, since the Peking mines had then been so imperfectly developed that little was, or could be known, as to their actual value. Since that period a considerable amount of work has been done, and within the course of the next few months, it should be possible to form an approximate estimate of the relative value of the various mines. The reports of interested speculators, and the inspection of selected specimens, but on the shipments of metal resulting from actual working. From personal observation, and from a comparison of the reports of European and native miners, I believe it to be an undoubted fact that Peking contains extensive metalliferous deposits, both lode and alluvial, of gold and tin, but, as has been shown by the unfortunate experience of many Peking and Szechuan, and neighbouring States of China, this fact is a necessary by-product of success. It would be beyond the province of this report to express any opinion as to the ultimate success, or otherwise, of any individual company in Peking, but it may be stated generally that here, as elsewhere, success mainly depends on the local management, and that it is more important that an Eastern mining manager, who must necessarily be entrusted with very wide powers by his directors of his company, should be a capable man of business, accustomed to life in the East, than that he should possess the practical mining experience which can be readily supplied by his subordinates. Most of the European companies, now working in this State, are engaged in the development and extension of mines originally opened by natives—Siamese, Chinese, or Malay, and, having regard to the machinery and improved appliances now available for pumping water from the mines, and for getting and reducing the ore it will be a lasting disgrace to the law of the survival of the fittest, should the mines in Szechuan, have reverted, from wealthy companies, commanding all the resources of modern engineering science, to Eastern miners, equipped only with the rudest and most primitive appliances."

NOTWITHSTANDING their prowess in the cricket field at Peking, the representatives of the 58th Regiment suffered a severe defeat at the hands of the Peking local eleven. Perak in one innings compiled a total of 127 runs, while the 58th in their first attempt only made 36 and in the second 66, Perak thus winning by an innings and 25 runs.

A SMART sixteen-year-old youth was "docked" before Mr. Wodehouse at the Police Court this morning, and charged by the charming little wife of Leung Yun, Ah Soy, with snatching her ten-dollar ornaments, which were very dear to her as having been "the cumshaw of her very first love." She was snatching along Queen's Road West at 9 o'clock last night accompanied by her bewitching little sister, when an unceremonious youth, the prisoner, tore off her earring and bolted like a "red-shank." Pursued by a "disturbed watchman" in plain clothes, who was at the time "mashing" the air, the scamp "caught a tartar," and was sentenced to six months' hard labour, a whipping of ten strokes being thrown in to give him an excuse to lay off in the jail hospital for a week or two while doing his "time."

WE read in a home paper that a deputation, consisting of Sir Charles Russell, Mr. Frank Lockwood, Q.C., and Mr. T. P. O'Connor, waited on Mr. Matthews, the Home Secretary, the other day, to present a memorial in favour of the release of Mr. Parke, who is undergoing a sentence of twelve months' imprisonment for publishing a libel in the *North London Press* on Lord Euston. Mr. Parke has already served a term of six months' imprisonment for a very influential character, having been started but a few weeks ago, and though those concerned in it confined their efforts to leading newspapers, it had received no fewer than 499 signatures. Of these, 106 were the signatures of editors and proprietors of newspapers or periodicals. The signatures also represented all shades of political feeling. Sir Charles Russell presented the memorial, explaining that he had been the counsel for the prosecution; but that he felt it his duty to support the prayer for release in the sentence. The sentence was believed in excess of the offence; and especially so in view of the lightness of the sentences passed upon persons convicted of being principals in crimes which Mr. Parke sought to expose.—Mr. Matthews received the deputation with courtesy, and promised to carefully consider the memorial.

"QUIS" wrote from Saigon to the *Straits Times*, last week, as follows:—"My attention has been lately very much attracted by the perusal of two entire columns of your valuable issue of July the 9th under the heading 'Protection of women and girls' as to the proposed Ordinance in Hongkong on Chinese marriages. That is a very difficult and delicate question for any legislative body to solve. I have carefully perused every word of the two proposed columns, and as far as I have been able, I have also carefully weighed and compared the opinions of different persons, and I must say that my general conclusion is that all those who appear to be striving to settle this arduous affair appear to me to be terribly at sixes and sevens with the proper ways and means. Why do not these earnest persons in the first place carefully study Sir George Staunton's translations of the laws of marriage, divorce, and adoption in China, and that done and thoroughly digested, why do they not carefully read and study the French translations of the same laws with that of numberless notes bearing on the matter, by M. P. Philastre, formerly Chief Commissioner for native affairs in Saigon? I make bold to say that the inquirers would find within the scope of the two above mentioned works all the information they require; but they must bear in mind that it would take one thoroughly conversant with the English and French languages and Chinese characters at least two years to master the whole of the said information. I venture to affirm that the perhaps astonishing proposal of a polygamy allowed in the length and breadth of the Celestial Empire" will be deduced from a careful search of the above laws and edicts. The second wife remains always, during the life of the first and principal wife, the subordinate helpmate of the first, because she must be accepted by the first wife or the marriage is illegal. Some say she must be chosen by the first wife, others not, on the ground that she might and would certainly choose a younger sister or first cousin, which is prohibited by another law. I believe that not 5 per cent. of double marriages would be legal, if the test of the consent of the first wife were applied to verify their validity. There is a sadder cause, that both wives must inhabit the same house. After all I think that the less the Hongkong legislature meddles with this question the better, at least for the present."

INDO-CHINA STEAM NAVIGATION COMPANY, (LIMITED).

The ninth ordinary general meeting of the above company was held in Winchester House, Old Broad-street, London, on the 19th June, for the purpose of receiving the report of the directors and passing the accounts. Mr. J. Macandrew, chairman of the Company, presided. All the directors were present.

The Secretary, Mr. A. Cheyne, having read the notice convening the meeting, the Chairman, in moving the adoption of the report and accounts, said: "The report has been in your hands for some time, and I suppose, in the ordinary way, you will take it as read. Most of you, I dare say, have had an opportunity of studying its contents, and some of you, no doubt, have been comparing it with the report presented to you a year ago. It is always unsatisfactory when directors have to meet the shareholders and are not able to present them with an account of the continued prosperity of the Company's business; but, as you know very well, business is often a series of ups and downs, and at the present moment the downs seem to be rather prevailing. We have had a decidedly less prosperous year than we had hoped for. In the early part of the year we had fully expected that the year would have turned out a fair average year; but we are at a disadvantage in comparing it with the results of last year, which, as you know, was an exceptionally favourable one. It would be more reasonable to compare it with the years preceding. Now as to the causes of this, they appear to be threefold. In the first place, the inactive state of trade which prevailed in the Treaty Ports, more particularly during the latter half of the year, when the native Chinese traders were doing badly, there was a considerable curtailment of banking facilities to them, and trade generally was in a depressed state. From that of course the shipping interest naturally suffered. That was one disadvantage which we have had to contend with, and another is the undoubtedly increase in competition on the coast, and more particularly on the River Yangtze, where there has been a considerable development of the smaller vessels, both steamers and sailers, engaged in the trade. The third reason is, as referred to in the Report, a largely increased expenditure upon coal, which alone would have been sufficient to pay about a per cent. dividend to the shareholders. Now as to the permanency of those

causes which have affected our business it is not very easy to give an opinion. As regards trade on the coast it is looking well. The volume of trade during the earlier months of this year has been satisfactory; and if we only had remunerative rates ruling, there is no doubt we should be in a position to take advantage of the increased expansion of trade. Then with regard to the competition from outside. What they have been carrying lately on the Yangtze and elsewhere cannot have been a profitable business for them. We do not, therefore, look for an early extension of competition on that line; but at the same time shipowners are maintaining their traffic, and to a certain extent we have to compete with those vessels which are taking cargo at cheap rates. With regard to the coal question, we have no late information on the subject, but I do not anticipate that the expenditure on coal in 1890 will show any material reduction upon 1889. However, a more serious matter which we have to contend with at the present time is the competition from the war of rates which has arisen since the early part of this year. It began in the middle of February. Previous to that there was an understanding amongst the three large Companies which conduct the coasting trade of China as to the maintenance of rates; and in a certain degree it was understood that they should not interfere with each other's particular sphere of action, and that agreement had been carried on for some time. But it expired at the end of last year, and when it was necessary to renew it, more serious matters were demanded by one of the Companies than the other two thought it reasonable or proper to grant them. This Company's general agents did their very best to bring about a renewal of the agreement to this end either upon the old lines or upon any reasonable or practicable basis. We tried to get the parties to a Round-Table to discuss the differences which had arisen in a friendly spirit; but in this, however, we were not successful. The Companies after a period of indecision took the resolution to act independently of each other, and the immediate consequence was a prompt reduction in rates. Well, that has been going on ever since, and of course this Company has been suffering greatly by it; but I can say most distinctly that action which has led to this suffering on our part has been forced upon us, that we have had no option in the matter unless we were willing to sign a complete surrender of all our rights and all our position. The general agents of the company in China, Messrs. Jardine, Matheson & Co., have made every effort to avert the tariff war which followed, but unfortunately without success. How long it is going to continue I am unable to say. I am glad, however, to see by the latest accounts from China things were getting into a more settled condition, that is to say, there were not the constant endeavours to cut under the other Companies that prevailed in the first instance; but by a sort of tacit agreement rates had been settling down to a more remunerative level, at any rate compared with what prevailed at the outset of the contest. I think that probably the settlement will take that direction, and we shall find as our competitors grow tired of throwing away money by accepting unremunerative business that freights will gradually increase; and whether the agreement is come to or not, there will be a sort of tacit understanding to continue business on that footing. I sincerely hope that will be the case. Throughout all the care of the directors has been that this Company should not go to the wall. We have large and important interests to defend, and we mean to defend them to the best of our ability. But it is essentially a case in which an agreement might be come to, and we are not at all without hope that this may be arrived at before very long; in fact the latest telegrams received from China indicate that some overtures have been made by the other Companies to our effect. Whether they have been successful in coming to any arrangement it is yet impossible to say. As regards the Company's underwriting account, we have been fortunate in having no serious claims during the past year; in fact, the total amount of the claims has been remarkably small, although a good many accidents caused interruption to our business. We have been able, without any straining of the account, to transfer £3,216 to the credit of loss for 1889. As regards the year 1890, we have the accident to the *Tai Sang* to look forward to. Since the report was in your hands we have had a telegram which says that the *Tai Sang* has been safely brought down to Hongkong, and it is estimated that the expenses attending the bringing of her into harbour, and the repairs which it will be necessary to execute, will amount altogether to about £5,000, which, of course, is an unpleasant loss to our underwriting account. At the same time it might be much worse. As to the real cause of the accident we have not yet been informed, but we shall know as soon as the letters come to hand. Sugarbait Island, on which the vessel ran ashore, has a light-house, and, therefore, under ordinary circumstances, the accident ought not to have occurred. It probably occurred during a fog, but we have no actual information on the point. It is rather a singular circumstance that the principal casualties which have affected us of late years have been with our newest and best vessels, and not with the old and smaller ones, which we should, of course, have preferred, if possible. We have also been rather unfortunate in not getting the *Lien Shing* out as expected at the opening of the Tientsin season. It was delayed four or a-half months, owing to the unsatisfactory state of matters in the Clyde, which affected not only us, but all other shipping interests; and, while we have been seriously damaged by the delay, I am afraid the shipbuilders with whom we made our contract for the vessel have been still more seriously damaged by the conduct of the workmen in their employ. The whole state of the artisans in the Clyde last year was most unsatisfactory, and probably nothing will bring about an improvement but a check to the trade there, which will show them that their matters entirely rest on their own shoulders. The fleet has been maintained during the year in the usual efficient order, and all the services have been kept up with the accustomed regularity. We have now got a fleet of 31,000 tons of shipping; and although we are outnumbered by the other Companies to some extent, still the Company that owns that amount of shipping is an important one, and any decisions that we take about its interests have to be very carefully considered. With regard to the accounts, I have been pleased before you to have a very much to be said. Notwithstanding that we have had the *Yun Sang* to the fleet in 1888 and *Lien Shing* in 1889, there has been no addition to the capital account. The underwriting account is left with a balance of £40,000, which we consider to be in a very satisfactory position, and likely to be able to stand any probable losses which may occur in the coming year. On the other side of the account, the depreciation written off for this year is about what we intend to be for next year. Last year we had an exceptionally favourable year, a much larger amount than usual was written off. That, I think, you will agree, was only a proper and reasonable precaution. This year the amount is not so large, and is probably what we shall write off each year when there are no exceptional profits. With regard to the Revenue account, the net earnings, as explained in the report, show badly, especially when compared with the large figures of last year, being £43,953, against £71,730, but it is not often that the latter figure is likely to be reached. The profit on coal does

not require any particular remark. The exchange account on this occasion transferred from debit to credit, owing to the higher rate, and the account comes out with a net balance of £20,000. Against that, as stated in the report, we propose to divide 3 per cent. on the capital, which will leave a balance of £15,126, carried forward to next year, and we hope that provision will help us somewhat in declaring a dividend next year, even with the unsatisfactory prospects that we have of the net earnings of the steamers from the reduced rates of freight. I do not know that there is anything more that I need remark upon with regard to the Company's prospects, but at all events I am not inclined to take a despairing view of them at all. I think that when this contest has found its natural level, which I hope it will do before very long, that we shall be in a position to collect our usual earnings; and we can only hope that our competitors will see the advisability and prudence of coming to an arrangement with us upon our general agents the necessity of strict economy during the time the earnings are so greatly reduced. This is a matter that they are having continually before them, and to which no doubt they will pay the utmost attention. I shall now propose that the Report of the directors and the accounts for the year 1889 as presented be approved and passed, and if any shareholder requires any further information upon any subject connected with the Company's affairs, I shall be happy to give it him to the best of my ability.

Mr. W. Keswick seconded the resolution, which was put, and carried unanimously. The dividend was then formally declared, after which the retiring directors, Mr. William Keswick and Mr. Macandrew, were re-elected. The retiring auditors, Messrs. Turquand, Youngs and Co., were also then unanimously re-elected.

A vote of thanks to the chairman terminated the meeting.

OLD "MANN"

The *L. & C. Express* of the 27th June says:—"Our Hongkong readers will be specially interested to hear that William Mann, a native of Kirby-Soken, in Essex, has just returned to England after undergoing many remarkable adventures in upwards of half a century. For nearly forty years Mann lived on the Marianas with the Spanish, two years being spent in digging for hidden treasures which were stolen from the Roman Catholic churches in Brazil. Spanish pirates, who afterwards became captains of a schooner, which had been stolen from the English, and his work was to carry produce between the various islands of the group. One day when landing upon an island for wood, his vessel was boarded by nine Spanish prisoners who had escaped from confinement, and as Mann had only three or four hands with him, the Spaniards compelled him to carry them to an island where there was no government. He made for the Pelews, hoping to meet with some ship which would help him out of his difficulty, for he knew he would be imprisoned if it became known that he had assisted prisoners to escape. Eight days afterwards he met with the ship of Captain Halcome, an old acquaintance, and the next day a German man-of-war came to his assistance. Acting upon the advice of the lieutenant who came aboard, Mann ran his schooner into Hongkong, where it was proved in the Supreme Court that the vessel had been stolen. The schooner was ordered to be sold by auction, and Mann was given \$50. He was thus left maimed and disabled in a strange land, but for eleven years he picked up a precarious living as a ship's watchman. He then came to Hongkong, where the Rev. A. Gurney Goldsmith, chaplain to the Rev. A. Gurney Goldsmith, chaplain to the Rev. A. Gurney Goldsmith, who collected enough money to send him home. Some £30 was collected and forwarded to the Rev. S. W. Stagg, vicar of Kirby-Soken, and the Rev. D. Grotzger, of St. Paul's, Wicage, London Docks. Mann is now living with his brother at Kirby, and is for the present receiving 7s. per week from the collected fund; but it is hoped that enough money will be collected to keep him from the workhouse during the remaining years of his life."

We learn of old Mann's safe arrival in his native place with much pleasure, and we would remind the *Express* and also our morning contemporary, which reproduces the above paragraph without comment, that old Mann would have been sent home a penniless, helpless wreck if this paper had not made his distress public, and enabled a number of generous sympathisers—none of them rich men—to contribute towards a fund we raised for his assistance. The Rev. Mr. Goldsmith came forward then, and kindly communicated with a clergyman at home to look after the poor old fellow. To-day Mr. Goldsmith forwarded us an *Express Standard*, containing a long interview with Mann, and informing us that he has desired Mr. Stagg to

Today's
Advertisements.

FOR SHANGHAI.

THE Steamship

"NINGPO."

Captain R. Köhler, will be despatched for the above Port, on SATURDAY, the 2nd August, at 4 P.M.
For Freight or Passage, apply to
HONGKONG, 31st July, 1890. [1109]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

W. Allison, Commander, will be despatched as above on WEDNESDAY, the 20th August.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerator chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st July, 1890. [1108]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd August, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to SAN FRANCISCO, VICTORIA, B.C., and PORTLAND, O., to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or other ports) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 31st July, 1890. [1107]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship

"CARMARTHENSIRE"

Captain Clarke, will be despatched as above TO-MORROW, the 1st August, at 3 P.M.

For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 31st July, 1890. [1109]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "CARMARTHENSIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 6th prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
ADAMSON, BELL & Co., Agents.
Hongkong, 30th July, 1890. [1109]

THE SHAMFEN HOTEL AND LAND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that at a Meeting of the Directors of this Company, held THIS DAY, a FINAL CALL OF FIVE DOLLARS per Share, was made upon all the Members and that the same is payable to the undersigned, at the Registered Office of the Company, 3, Becclesford Arcade, on or before THURSDAY, the 1st day of August next.

It is further notified that all shares not fully paid up on the 21st day of August shall in accordance with the Company's Articles of Association be forfeited and legal proceedings taken to enforce payment of all calls, instalments, interests, and expenses, owing upon or in respect of such shares at the time of the forfeiture.

By Order of the Board of Directors,
J. A. BARRETTO, Secretary.
Hongkong, 29th July, 1890. [1104]

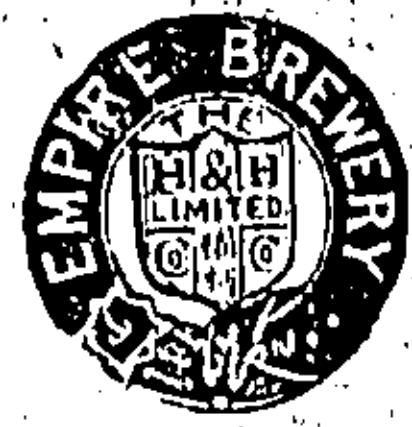
TO LET.

TOP FLOORS of No. 21 & 23, Pottinger Street, suitable for Offices or Photographic Studio.

CARMICHAEL & Co., 21 & 23, Pottinger Street.
Hongkong, 31st July, 1890. [1117]

Intimations.

EMPIRE PALE ALE. EMPIRE XX STOUT.



JUST TO HANND, A FULL STOCK OF THE ABOVE, IN SPLENDID CONDITION.
THIS justly favorite Beer is rapidly superseding all English and German Beers in China, Japan, and the Straits Settlements, owing to its absolute purity and the entire absence of Chemicals.

VIDE ANALYST'S REPORT.

EMPIRE EXTRA XX STOUT.
As supplied to the Hospitals and Infirmarys. Strongly recommended by the Faculty for its strengthening properties and adaptability for hot climates.

IN BOTTLES AND CASKS.

EMPIRE PALE ALE	Plants	per dozen \$	1.50
	Quarts	per cask	1.50
	9-Gall. Cask	per cask	6.00
	18-Gall. Cask	per cask	10.00
DOUBLE XX STOUT	Plants	per dozen	1.60
	Quarts	per cask	2.60
	9-Gall. Cask	per cask	6.50
	18-Gall. Cask	per cask	12.00

SOLE AGENTS.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ & Co., Ltd.)

Hongkong, 29th July, 1890.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAMSUI.

THE Company's Steamship

"HAILONG."

Captain Goddard, will be despatched for the above Ports, on SUNDAY, the 3rd August, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co., General Managers.
Hongkong, 31st July, 1890. [1112]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG."

Captain Ste. Croix, will be despatched as above on FRIDAY, the 8th August, at 3 P.M.

This steamer has superior first class accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 31st July, 1890. [1113]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undersigned, BANKS, will be CLOSED for the Transaction of Public Business, on MONDAY, the 4th August.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
C. F. ROWBAND, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

For the NEW ORIENTAL BANK CORPORATION LIMITED,
GEO. W. F. PLAYFAIR, Manager, Hongkong.

For the COMPTON NATIONAL D'ESCOMPTE DE PARIS,
L. GLENAT, Acting Agent.
Hongkong, 31st July, 1890. [1115]

BANK HOLIDAY.

HOTEL MARINA—THE POPULAR HEALTH RESORT.

GRAND PERFORMANCES will be given by the BAND of the 1st A. & S. Highlanders (by kind permission of the Officer Commanding) on MONDAY NEXT, the 4th August, at 5.30 and 8.30 P.M.

The Company's Commodious Launch will leave Peddar's Wharf every half hour and on this special occasion 20 cents return fare will be charged.

Tiffin and Dinners will be provided and a Special Menu prepared.

Parties requiring private Dining Rooms should make early application to the Manager.

Tea Served in the Ladies' parlor from 5 to 6.
Hongkong, 31st July, 1890. [1118]

THE HIOGO HOTEL COMPANY, LIMITED.

(To be registered in Hongkong as a Limited Liability Company under "The Companies Ordinance 1865 to 1886.")

CAPITAL\$175,000
Divided into 1,700 Ordinary Shares of \$100 each and 340 Foundry Shares of \$15 each.

TERMS OF SUBSCRIPTION:
For the Ordinary Shares—\$25 on application, \$25 on allotment, \$25 on the 1st September, 1890, and the balance on the 15th September, 1890. The Foundry Shares must be paid in full upon allotment.

Foundry Shares will be allotted to applicants for Ordinary Shares in the proportion of one Foundry Share for every complete five Ordinary Shares allotted to them.

The Foundry Shares will not be entitled to participate in a dividend in any year until 12 per cent. per annum has been paid for the year on the Ordinary Shares.

The payment of such dividend and making such provision for a Reserve Fund as the Directors shall deem advisable under the provisions of the Articles of Association, will be divided equally between the Foundry Shares and the Ordinary Shares.

In allotting the Shares reserved for the different ports, regard will be had to priority of application.

PROVISIONAL DIRECTORS.
Mr. R. HUGHES, Mr. F. S. G. JODISON.
Mr. J. D. CARROLL, Mr. E. H. HUNTER.
Mr. D. B. TAYLOR, Mr. W. E. DRUMMON.

BANKERS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITOR.
MR. J. C. CREAM.

BROKERS AND SECRETARIES (PRO TEM).
Messrs. ABELL & RALSTON.

ABRIDGED PROSPECTUS.

THIS Company is formed for the purpose of acquiring and carrying on the well-known and lucrative Hotel business conducted for many

years by the late Mrs. GREEN, and for the past nine years by Mr. W. G. JOHNSON, who is now desirous of relinquishing active participation in the management, and to share his entire confidence in the prosperity of the Company by becoming a large holder of Shares.

The property purchased by the Company is as follows:—

A piece of land having a frontage to the Bund of 246 ft. 5 in. and held in perpetuity from the Japanese Government at an almost nominal rental.

This ground was the first selection made when the port was opened to foreign trade, and carries with it the extremely valuable privilege to use the beach in front of the land for its entire length down to low water mark, an advantage not enjoyed by any lot in the Foreign Concession, and which effectively secures to the property an uninterrupted view of the Harbour.

The main building of the Hotel, situated at the corner of Division Street and the Bund, and in close proximity to the Habata, the usual landing place for passengers from vessels visiting Kobe.

The building is substantially constructed of stone and brick, and has recently been repaired and painted, and contains spacious Bar and Billiard Rooms, large Dining Room, Bed Rooms, Waiting Room, and extensive accommodation for baths, &c.—in short, all the requisites of a first-class Hotel.

Two houses (two stories) adjoining and connected with the Hotel, each containing six rooms.

One house (two stories) separated from the Hotel by a mud godown now on the property acquired by the Company, and containing seven rooms.

Brick and mud Godowns, two two-storied servants' quarters, and ample store-room and culinary accommodation, hot-water pressure boiler, &c., &c.

In the rear, and separated from the main buildings by a street or lane, are two plots of ground, one containing 300 taupo more or less, and the other 132.83 taupo more or less. These properties are held for terms of years expiring respectively on the 18th September, 1900, and the 1st July, 1911, at the annual rentals of 180 yen and 77 yen. These rentals are payable five years in advance, and the Company will be entitled to the benefit of any moneys so paid.

On these properties are erected:—

One House (three stories), containing twelve rooms, with bath-rooms and other conveniences.

One House (two stories), containing eight rooms and similar accommodation.

One House (two stories), containing four rooms, used for gentlemen's valets.

One House (two stories), containing twelve rooms, used for servants' quarters.

One House containing four rooms and similarly utilized.

The newly erected and commodious stables, containing accommodation for five ponies.

In the stables are five excellent China Ponies, with new saddles, bridles, and all other requisites for carrying on a lively stable.

In addition to the foregoing the Company will acquire without further payment the entire stock in trade, Wines, Liquors, and Furniture, and reserve stocks of Wines, Liquors, Beer and Table Linen, China, Glass Ware, Cutlery, &c., &c., belonging to the Hotel, a large supply of which has recently been procured. There is also connected with the business a powerful Steam Launch, built during the present year especially for the requirements of the Hotel at a cost of over \$5,500. This launch is well adapted for picnic parties, as it contains a lofty cabin capable of seating 20 persons comfortably, and is designed so as to withstand stormy weather. The launch is also included in the purchase.

The Hotel contains for the accommodation of guests 50 double beds and 9 single beds. All the rooms are lighted by electricity, and the main building is heated for gas in addition to the electric light.

The Company will take over the business as a going concern on the 1st October, 1890, and will thenceforth be entitled to the profits and be responsible for the expenses. Competent observers consider that as a resort for tourists and residents of India and China compelled to seek relief from the trying climates of those countries, the exceptional inducements offered by Japan have as yet received but little comparative attention. The stream of visitors in search of pleasure or health must to a great extent pass through Kobe, the shipping and trading port of Japan, and steadily increasing, and all these conditions will combine to influence the Company's business in a satisfactory manner. The vendor's estimate of the profits of the business as carried on by him shows, when the saving in rent, which will be effected by the Company is considered, a return upon the share capital of fifteen per cent. This amount the Directors feel confident will be exceeded by the increased prosperity of the Hotel under the more favourable conditions for successful working enjoyed by the Company, and the greater accommodation afforded by the additional buildings which the requirements of the business render desirable.

The Company will commence operations unhampered by any contracts or engagements of any description whatever. They take over a well-established and prosperous business, and one which must command the attention of the public as a sound and profitable investment.

Applications for Shares should be made on Forms to be obtained from the Hongkong and Shanghai Banking Corporation, and forwarded to the Company's Bankers, together with the amount of deposit, with, if elsewhere than Kobe, exchange to that port added.

Forms of Application and prospectuses giving full particulars can be obtained from the Company's Bankers in Yokohama, Kobe, Nagasaki, Hongkong, and Shanghai.

The Subscription List will close for Yokohama, Kobe, and Nagasaki on the 4th August, 1890, and for Hongkong and Shanghai on the 15th August.

Kobe, 21st July, 1890. [1111]

Today's
Advertisements.

HONGKONG JOCKEY CLUB.

THE SUBSCRIPTION GRIFFINS FOR 1891.

A MEETING of Members of the Hongkong Jockey Club, to arrange for Subscription Griffiths for the RACE MEETING of 1891, will be held in the Hongkong Hotel on SATURDAY next, the 2nd August, at 12.30 P.M.

E. H. GORE BOOTH, Clerk of the Course.
Hongkong, 31st July, 1890. [1116]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"PHRA CHULA CHOM KLAO."

Captain A. Benson, will be despatched for the above Ports, on SATURDAY, the 2nd August, at 1 P.M.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, 31st July, 1890. [1110]

Masonic.

ZETLAND LODGE.

No. 525.

A REGULAR MEETING of the above named Lodge will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st August, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 29th July, 1890. [1088]

Insurances.

THE FUNDS OF THE STANDARD LIFE OFFICE

ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Seven Millions Sterling and have increased 50 per cent in the last 15 years.

ADAMSON, BELL & Co., Agents, Hongkong.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.
Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.
Hongkong, 1st July, 1889. [57]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1887. [217]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 } \$833,333-33
EQUAL TO\$833,333-33
RESERVE FUND\$318,000-00

BOARD OF DIRECTORS.
LKF SING, Esq. LO YUEN MOON, Esq.
LOO TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1886. [1091]

Intimations.

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark an open hand in red.

REJECT ALL OTHERS.

Agents in Hongkong
F. BLACKHEAD & Co.,
Hongkong, 26th July, 1890. [1093]

CAPTAIN GEORGE TAYLOR, INLAND SEA AND JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.

Hongkong, 30th April, 1890. [571]

NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOL AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and Large Orders.

SIR ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says.

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings,
Hongkong, 19th June, 1889. [111]

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-eighth Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company, will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, TO-MORROW, the 1st August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 19th July to 1st August, inclusive.

By Order of the Board of Directors,
T. ARNOLD, Secretary.
Hongkong, 14th July, 1890. [1045]

NOTICE.

LUZON SUGAR REFINING COMPANY, LIMITED.

IN accordance with the special resolution of 23rd July, 1884, the General Agents have to-day declared an INTERIM DIVIDEND for the half year ended 30th June, 1890, of Five per cent. upon the paid up capital.

Dividend Warrants payable on the 12th prox. will be issued to Shareholders on that date.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd until the 12th August, both days inclusive.

JARDINE, MATHESON & Co., General Agents.
Hongkong, 26th July, 1890. [1092]

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank, 208 New Issue—premium, sellers.
 Hongkong and Shanghai Bank, 208 New Issue—180 per cent. premium, buyers.
 Hongkong and Shanghai Bank, New Issue—\$170 per share, buyers.
 Union Insurance Society of Canton—\$100 per share, buyers.
 China Traders' Insurance Company—\$70 per share, buyers.
 North China Insurance—\$140 per share, sellers.
 Canton Insurance Company Limited—\$120 per share, buyers.
 Yantai Insurance Association—\$115 per share, sellers.
 On Tai Insurance Company, Limited—\$115 per share, buyers.
 Hongkong Fire Insurance Company—\$325 per share, buyers.
 China Fire Insurance Company—\$265 per share, buyers.
 Hongkong and Whampoa Dock Company—\$66 per cent. premium, sellers.
 Hongkong and Whampoa Dock Company—\$66 per cent. premium, buyers.
 China and Manila Steam Ship Company—\$115 per share, buyers.
 Hongkong Gas Company—\$115 per share, sellers.
 Hongkong Hotel Company—\$180 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$101.
 Indo-China Steam Navigation Company, Limited—30 per cent. discount, buyers.
 Douglas Steamship Company—\$30 per share, sellers.
 China Sugar Refining Company, Limited—\$175 per share, sellers.
 Luen Sui Paper Company, Limited—\$103 per share, buyers.
 Hongkong Ice Company—\$95 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.
 A. S. Watson & Co., Limited—\$21 per share, buyers.
 Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium, buyers.
 Hongkong Rope Manufacturing Company, Limited—\$112 per share, buyers.
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
 Pui-on and Singhee Dua Samantan Mining Co.—\$7 per share, sales.
 The Raub Gold Mining Co., Ltd.—\$23 per share, sellers.
 The Balmoral Gold Mining Co., Limited—\$14 per share, sellers.
 Harrowell and Fowles Wharf and Godown Company—\$81 per share, buyers.
 Tonghai Coal Mining Co.—\$275 per share, buyers.
 The Hongkong High-level Tramway Co., Limited—\$120 per share, buyers.
 The East Borneo Planting Co., Limited—\$10 per share, sellers.
 H. G. Brown & Co., Ltd.—\$45 per share, sellers.
 The Seneel Kowah Planting Co., Ltd.—\$15 per share, sellers.
 Crickshank & Co., Ltd.—\$40 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Co., Ltd.—50 per cent. dis., sellers (fully paid up).
 The China-Borneo Co., Ltd.—\$14 per share, sales.
 The Davel Bay Trading Co., Ltd.—\$8 per share, nominal.
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
 The Green Island Cement Co.—\$33 per share, buyers.
 The Hongkong Land Investment Co., Ltd.—\$91 ex div., per share, buyers.
 The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.
 Geo. Fenwick & Co., Limited—\$22 per share, sellers.
 The West Point Buildings Co., Ltd.—\$35 per share, sales.
 The Tat and Loan Co. of China and Japan—\$141 per share, sellers.
 The Hongkong Marine, Limited—par, nominal.

ON LONDON.—Bank, T. T. 3/61
 Bank Bills, on demand 3/61
 Bank Bills, at 4 months 3/71
 Credits at 4 months 3/71
 Documentary Bills, at 4 months 3/71

ON PARIS.—Bank Bills, on demand 4/50
 Credits, at 4 months 4/59
 ON INDIA, T. T. 222
 On Demand 222
 ON SHANGHAI.—Bank, T. T. 72
 Private, 30 day 73

MAILS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco to the 8th instant, left Yokohama on the 28th, and may be expected here on the 3rd proximo.

STEAMERS EXPECTED.

The Glen line steamer *Glenorchy*, from London, left Singapore on the 27th instant, and is expected here on the 3rd proximo.

The Ocean Steamship Co.'s steamer *Orestes*, from Liverpool, left Singapore on the 29th instant, and is due here on the 3rd proximo.

The P. & O. S. N. Co.'s steamer *Verona*, left Nagasaki on the 30th instant at 6 p.m., and is expected here on the 3rd proximo.

The P. & O. S. N. Co.'s extra steamer *Dorothy*, left Singapore on the 28th instant at 4 p.m., and is due here on the 4th proximo.

The P. & O. S. N. Co.'s steamer *Lombardy*, left Bombay for this port on the 23rd instant at 3 p.m., and is due here on the 6th proximo.

Shipping.

ARRIVALS.

CARMARTHENSIRE, British steamer, 2,726, Clarke, 30th July, London, via Penang, and Singapore 25th July, General—Adamson, Bell & Co.

ACTIV, Danish steamer, 355, H. Hygom, 30th July, Touron 27th July, and Holbow 29th, General—Arnhold, Karberg & Co.
 WINGSANG, British steamer, 1,517, A. de St. Croix, 31st July, Calcutta 15th July, Penang 22nd, and Singapore 25th, General—Jardine, Matheson & Co.
 MONKOUR, British steamer, 850, Geo. Anderson, 31st July, Bangkok 22nd July, and Koh-i-chang 25th, General—Yuen Fat Hong.

CLEARANCES AT THE HARBOUR OFFICE.
 Trigon, German steamer, for Bangkok.
 Ashington, British ship, for New York.
 Z. Italian, British steamer, for Swatow, &c.
 Velocita, British ship, for Honolulu.
 Riverside, British steamer, for Kutchinotzu.
 Carmarthenshire, British ship, for Nagasaki.
 Oceanic, British steamer, for Kobe, &c.

DEPARTURES.
 July 30, *Triumph*, German ship, for Whampoa.
 July 30, *Norden*, Norwegian ship, for Vladivostok.
 July 30, *Diomed*, British steamer, for Singapore.
 July 31, *Sachsen*, German ship, for Singapore, &c.
 July 31, *Oxus*, French ship, for Saigon, &c.
 July 31, *Oceanic*, British ship, for Yokohama, &c.
 July 31, *Arlie*, British steamer, for Timor, &c.
 July 31, *Alpine*, German ship, for Hoihow, &c.
 July 31, *Cosmopolis*, German ship, for Hoihow, &c.
 July 31, *Priant*, British steamer, for Shanghai, &c.
 July 31, *Halifax*, British ship, for Swatow, &c.
 July 31, *Connaught*, British steamer, for Shanghai, &c.
 July 31, *Tamander*, British steamer, for Singapore, &c.

PASSENGERS—ARRIVED.
 Per *Aloukhi*, str., from Bangkok—39 Chinese.
 Per *Wingsang*, str., from Calcutta, &c.—462 Chinese.

DEPARTED.
 Per *Sachsen*, str., from Hongkong for Singapore—Mrs. Chong Lock May, Mr. Tan Lee and child, Mrs. Aying, Messrs. Kiang Roon, Lorenzo Perez, Tong Shing Lum, Chu Sang Kee, Ho Ching, and 20 Chinese.
 Per *Oxus*, str., from Hongkong for Singapore—Mr. Raynal and child, and Mr. H. Plambeck. For Southampton—Messrs. Harry Wilks, G. Sasse, and T. Lapraik. For Bremen—Mrs. Wichers and children, Messrs. Feppe Forgesen, and C. Bohnsack. From Shanghai for Singapore—Mr. J. Davidson. For Genoa—Messrs. M. Kalb and G. H. Hoffmann. For Southampton—Messrs. R. Brayard and R. Munn. For Bremen—Messrs. O. Brandt and son, and F. Kahler. From Yokohama for Genoa—Mr. E. Voigt. From Hoihow for Southampton—Messrs. Alfred Blechschyden, E. C. Chaston, and H. M. Cutbush.

Per *Oxus*, str., from Hongkong for Saigon—Mr. G. Atzenroth. For Singapore—Hon. V. Deichell. For Alexandria—Mr. F. Fritz. For Marseilles—Messrs. Grevedon, T. Windsor, F. Fournier, and Christian Brother Fuld. From Shanghai for Saigon—Mr. Won Yong Tsa. For Singapore—Mr. Ysolphe. For Marseilles—Messrs. James Reynolds and Rosburban. From Kobe for Saigon—Mr. Legois. For Singapore—Mr. Tamura Uyomon. For Marseilles—Mr. l'Abbe Mugabone.

Per *Arlie*, str., for Deli, &c.—70 Europeans and 13 Chinese.
 Per *Aloukhi*, str., for Shanghai—20 Chinese.
 Per *Alpine*, str., for Hoihow—80 Chinese.

Per *Arlie*, str., for Timor—Mr. and Mrs. Albano da Luz, Messrs. L. Cardoso, S. V. da Silva, A. E. da Silva, José A. Borges, L. J. Conceição, José L. Marques, Alberto Carlos, Arthur Moraes, E. M. Lopez, 2 corporals and 3 soldiers. For Thursday Island—Mr. and Mrs. T. Conanan and 2 sisters, Mr. and Mrs. Samley, Mrs. Batcho and child. For Townsville—Messrs. P. Hansen and A. Rickola. For Sydney—Mr. Broderick and Captain Warner. For Melbourne—Messrs. Hudson Taylor, R. C. Walker, Beauchamp, Whitehouse and C. Meyer.

Per *Oceanic*, str., for Kobe—2 Japanese. For Marsh, Mrs. Blackinger, Miss Rowe, Surgeon H. Smith, Lieut. C. Butyman, U.S.M., Messrs. A. G. Stephen, J. Pestonjee, C. H. R. Bryant, S. P. Read, Ho Ming Sam, and 2 Chinese. For San Francisco—Mr. and Mrs. C. Toohy, Mrs. Mrs. G. Fields, Mrs. S. P. Read and child, Messrs. C. V. Ladd, A. E. Dowler, B. Emerson, Liebard and Hu Choi Chune. For Liverpool—Mr. B. C. H. C. Moller. For Paris—Mr. E. Fontaine.

REPORTS.
 The British steamship *Wingsang* reports that she left Calcutta at 5.30 a.m. on the 15th instant, Penang at 4.00 p.m. on the 22nd, and Singapore at 5.35 p.m. on the 25th. From Calcutta to Penang, fresh to strong south-west winds and heavy rain to Suez; thence had moderate wind and fine weather. From Penang to Singapore had light variable wind and fine weather. From Singapore to Hongkong had light variable winds and calm with smooth sea till yesterday; thence to port had light south-west winds and cloudy weather.

Post Office.

A MAIL WILL CLOSE
 For Kutchinotzu—Per *Riversdale* to-morrow, the 1st August, at 11.30 a.m.
 For Nagasaki, Kobe, and Yokohama—Per *Carmarthenshire* to-morrow, the 1st August, at 2.30 p.m.

SHIPPING IN HONGKONG

STEAMERS.
 ALBANY, British steamer, 1,489, Ed. Porter, 28th July, Saigon 25th July, Rice and General—Adamson, Bell & Co.
 AMIGO, German steamer, 771, T. A. Bruhn, 26th July, Saigon 22nd July, Rice and General—Geo. R. Stevens & Co.
 ASHINGTON, German steamer, 809, Zindel, 28th July, Nagasaki 23rd July, Coals—Siemssen & Co.
 ARDAY, British steamer, 1,080, R. Cass, 30th July, Kutchinotzu 24th July, Coals—A. G. Morris.
 AVOCHIE, British steamer, 1,055, T. Rowen, 24th July, Saigon 20th July, Rice—A. G. Morris.
 BENVENUE, British steamer, 1,500, Thomson, 30th July, London 17th June, and Singapore 24th July, General—Gibb, Livingston & Co.
 BISMAR, Italian steamer, 1,499, G. Orrego, 29th July, Bombay 11th July, and Singapore 22nd, General—Carlowitz & Co.
 CHINA, German steamer, 1,097, H. Bertelsen, 3rd July, Nagasaki 23rd July, Coal—Ed. Schellhass & Co.
 DKCIMA, German steamer, 965, C. Christensen, 18th July, Batoum 23rd May, General—Siemssen & Co.
 EUPHRATES, British steamer, 1,299, J. Edwards, 15th July, Rangoon 3rd July, Rice—Russell & Co.
 FRIDRICH, British steamer, 1,336, John Ruthen, 8th May, Saigon 30th April, Rice—Russell & Co.
 FORTIN, British steamer, 599, Lewis, 30th July, Taiwanfo 27th July, Amy 28th, and Swatow 29th, General—D. Lapraik & Co.
 GENERAL WEDDER, German steamer, 1,820, M. Elchel, 30th July, Yokohama 22nd July, Kobe 24th, and Nagasaki 26th, Mails and General—Melchers & Co.
 HALLOW, British steamer, 783, F. D. Goddard, 26th July, Tamsui 22nd July, Amy 24th, and Swatow 25th, General—D. Lapraik & Co.

HONGKONG—STEAMERS.

Continued.

HAIPHONG, French steamer, 874, Aubert, 29th July, Haiphong 27th July, General—Messageries Maritimes.
 INORABAN, German steamer, 892, Matmann, 28th July, Nagasaki 24th July, Coals—Wieler & Co.
 KUNGLAI, Chinese steamer, 602, C. H. Clifford, 29th July, Whampoa 30th July, General—C. M. S. N. Co.
 NANTES LE HAVRE, French steamer, 1,182, Jaffry, 29th July, Bangkok 22nd July, General—A. R. Marty.
 PHRA CHULA CHOM KLAO, British steamer, 1,011, A. Benton, 28th July, Bangkok 22nd July, Rice and General—Yuen Fat Hong.
 PILOT FISH, British steamer, 1,300, A. Stopan, 28th July, German steamer, 898, H. Hellmers, 22nd July, Saigon 18th July, Rice—Melchers & Co.
 RECORDE, British steamer, 676, R. A. E. Brereton, 12th July, from a cruise—E. E. A. & C. Telegraph Co.
 RIVERSDALE, British steamer, 1,311, James Mooney, 29th July, Kutchinotzu 22nd July, Coals—Adamson, Bell & Co.
 SHANGHAI, British steamer, 2,044, F. N. Tiliard, 30th July, Shanghai 27th July, General—P. & O. S. N. Co.
 SIKHAN, British steamer, 845, Stovell, 1st July, Bangkok 24th June, Rice—Kien Tye Long.
 THIBET, British steamer, 2,122, W. L. Brown, 28th July, Bombay 8th July, and Singapore 22nd, General—P. & O. S. N. Co.
 TRITON, German steamer, 1,346, L. Iversen, 27th July, Bangkok 21st July, Rice—Siemssen & Co.
 YUKISANG, British steamer, 1,105, J. Siesser, 29th July, Bangkok 24th July, Rice—Jardine, Matheson & Co.

SAILING VESSELS.

ANNIE STAFFORD, British ship, 1,297, Chas. S. Robinson, 20th July, New York 2nd March, Petroleum—Arnhold, Karberg & Co.
 CHARLES S. WHITNEY, American ship, 1,651, J. D. Spicer, 20th July, Shanghai 30th June, General—Russell & Co.
 ERLEKHOON, Chinese bark, 457, Uplum Examination 'hulk, Stonecutters' Island—Chinese Customs.
 GEORGE SKALFIELD, American ship, 1,276, S. Dunning, 11th July, New York 7th Feb., Kerosene Oil—Russell & Co.
 HALCYON, American schooner, 61, A. Metcalf, 16th July, Yokohama 9th June, Ballast—Master.
 PARAMITA, American ship, 1,498, C. D. Prescott, 28th May, New York 7th Dec., Petroleum—Adamson, Bell & Co.
 RICHARD PARSONS, American bark, 1,116, Geo. A. Freeman, 22nd June, New York 19th Feb., Kerosene Oil—Russell & Co.
 SARA MERSEDES, Peruvian schooner, 245, A. Munatigun, 4th July, Saigon 27th June, Rice—Captain.
 SIR HERBERT MAXWELL, British schooner, 232, Murray, 18th July, Port Natal 20th May, General—Turner & Co.
 THORVA, British ship, 1,174, Fraser, 20th July, Singapore 9th July, Timber—Master.
 TILLIE BAKER, American bark, 663, Jas. H. Balfour, 27th June, Honolulu 19th May, Ballast—Captain.
 VELOCITA, British bark, 495, R. Martin, 18th June, Honolulu 3rd May, General—Chinese.
 WM. LE LACHEUR, British bark, 575, E. Warner, 19th June, Laguanoc 9th June, Wood—Wieler & Co.
 Z. RINGO, British ship, 1,371, McLeod, 27th May, New York 20th Nov., Petroleum—Russell & Co.

Intimations.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION OF HONGKONG.

This Association is formed for—
 I.—The purpose of countervailing influences that are, and for a very long time have been, acting against the interests of officers of the British Mercantile Marine.
 II.—To watch over and guard the interests of its members.
 III.—To maintain the proper dignity of the profession.
 N.B.—PUBLIC MEETINGS of this Association will be held at 8.30 p.m., every TUESDAY and FRIDAY, at No. 2, HIGH STREET—the temporary quarters—until further notice.
 All Masters and Officers are cordially invited to join.
 By direction of the Committee.
 Hongkong, 28th May, 1890. [1010]

NOTICE.

THOMAS KERR & CO.
 ENGINEERS, BOILER-MAKERS
 AND
 CONTRACTORS,
 YAU-MA-TI ENGINEERING WORKS,
 KOWLOON.
 OFFICE—No. 23, Pottinger Street.
 Hongkong, 6th June, 1890. [1016]

A H F O O K.

SHIPS' COMPRADE & STEVEDORE PRICES.

Cabin Beef	at 7 cents per lb.
Crew Beef	6 "
Vegetables	2 "
Bread	4 "
Mutton	18 "
Fruits	4 "
Pork	9 "
Fish and Prawns	9 "
Veal	9 "
Fowls and Ducks	\$3.50 per dozen.
Geese	900 "
Eggs	80 cents per 100.
Stone Ballast	40 " ton.
Shingle do.	55 " "
Discharging Rice	5 " "
Loading General Cargo	6 " "

No. 80, PRAYA CENTRAL,
 WING WOO STREET.
 Hongkong, 21st July, 1890. [1071]

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO,
 No. 2, Duddell Street,
 (Between the New Oriental Bank, and
 Mr. Lammett's Auction Rooms),
 Entrance from Duddell Street or Ice House St.
 MR. GRIFFITH'S STUDIO is open daily
 from 8 A.M. to 5 P.M. for producing
 First-class PHOTOGRAPHIC PORTRAITS in all
 the Newest styles. Views of Hongkong and the
 Coast Ports, with choice illustrations of Chinese
 life and character, always ready.
 Portraits enlarged to life size and painted
 in Oils or Water Colours by First-class
 Artists. Miniatures on Ivory, and all kinds of
 reproductions.
 Hongkong, 2nd April, 1890. [144]

Intimations.

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS,
 GENERAL AND GOVERNMENT
 CONTRACTORS, IRONMONGERS, COM-
 MISSION AGENTS, VALUATORS, IRON
 and TIMBER MERCHANTS.

WORKS:

BOWRINGTON, EAST POINT.

OFFICE:

9, PRAYA CENTRAL.
 STEAM LAUNCH COMPANY, LIMITED.
 Hongkong, 1st May 1890. [14]

Geo. Fenwick & Co., LIMITED.

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS
 FOUNDERS, GOVERNMENT & GENERAL
 CONTRACTORS, &c.
 Established 1880.
 Hongkong, 20th January, 1890. [195]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS
 are respectfully informed that if upon
 their arrival in this HARBOUR none of the
 COMPANY'S FOREMEN should be at hand,
 ORDERS FOR REPAIRS, if sent to the HEAD
 OFFICE, No. 14, Praya Central, will receive
 prompt attention.

In the event of complaints being found
 necessary, communication with the Undersecretary
 is requested, when immediate steps will be taken
 to rectify the cause of dissatisfaction.
 D. GILLIES,
 Secretary.
 Hongkong, 25th August, 1885. [115]

TOURISTS

ARE cordially invited to call and inspect our
 choice collection of Japanese and Chinese
 FINE ART CURIOS, which is unequaled in
 Japan.
 Every article guaranteed as represented. No
 trouble to show goods. One price only.
 DEAKIN BROS. & Co.,
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 next door to
 Farsani's Photographic Studio.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME-TABLE.
 To take effect from 1st May.
 The CARS RUN between St. John's Place
 and Victoria Gap as follows:—
 WEEK DAYS.
 8 to 10 A.M. every quarter of an hour.
 12 to 1 P.M. every quarter of an hour.
 1 to 2 P.M. every half hour.
 4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (Noon) to 2 P.M. every quarter of an hour.
 4 to 8 P.M. every quarter of an hour.
 9, 10, 10.30 and 11 P.M.
 Special Cars may be obtained on application
 to the Superintendent.
 Single Tickets are sold in the Cars; Five-Cent
 Coupons and Reduced Tickets at the Office.
 MACEWEN, FRICKEL & Co.,
 General Managers.
 Hongkong, 30th April, 1890. [638]

INTIMATION.

J. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS,

No. 11, Praya Central,
 (Opposite Piddar's Wharf).

SOLE AGENTS

for

RAHTJEN'S

GENUINE

COMPOSITION

FOR

THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manu-
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CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

ROTTING, DECAY, &c., OF WOOD.



SAPOLIO.

ENOCH MORGAN'S SON'S

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FOR GENERAL CLEANING PURPOSES.

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CEMENT from the celebrated Factory of Hem-

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FLENSBURG STOCKBEER.

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EVERY KIND OF

SHIPS' STORES and REQUISITES

ALWAYS IN STOCK.

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 26th June, 1889. [120]

Intimations.

W. S. MARTEN, ARTISTIC DECORATOR,

AND

HOUSE AND ESTATE AGENT,

2, DUDDELL STREET,
 HONGKONG.

Hongkong, 6th April, 1890. [574]

TO LET UNFURNISHED,

From August 1st.

TWO GOOD ROOMS, with Bath Room, in
 the Caine Road. Rent moderate.
 Splendid View of the Harbour.

Apply to
 W. S. MARTEN,
 2, Duddell Street.
 Hongkong, 3rd July, 1890. [999]

Dr. Knorr's

ANTI-PYRINE.

(Dose for Adults 15 to 25 grains (roy))

IS the most approved and most efficacious
 remedy in cases of HEADACHE, MIGRAINE,
 NEURALGIA, RHEUMATISM, FEVER,
 TYPHUS, ERYSIPELAS, HOOPING-
 COUGH, and many other complaints. It is
 also the very best Antiseptic. Highly recom-
 mended by the medical Faculty. To be had from
 every reputed Chemist and Druggist. Ask for
 Dr. KNORR'S ANTI-PYRINE. Each Tin
 bears the inventor's signature, "Dr. KNORR"
 in red letters.

Supplies constantly on hand at the China
 Export, Import, and Bank Co.—Sole Agents
 for China. Beware of spurious imitations!
 Hongkong 20th May, 1889. [424]

S I E N T I N G.

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 7th March, 1890. [1387]

To be Let.

TO LET.

A N EUROPEAN DWELLING HOUSE

23 and 25, Queen